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NEW ARO PROCEDURES, FLIGHT PLAN REQUIREMENTS PLANNED NOV. 1

Federal Aviation Administration plans to implement a new airport reservation policy for general aviation operators at three additional congested airports this Thursday (Nov. 1) and also will be urging voluntary compliance from operators in filing flight plans at least four hours in advance of intended arrival at six congested airports. As of Nov. 1, FAA plans to begin operating Atlanta Hartsfield, Denver Stapleton and Newark International as high density airports during selected periods and GA users will be asked to call the Airport Reservation Office (ARO) to obtain reservations into and out of the airports during peak traffic periods. In addition, FAA plans to change the ARO policy currently in effect at Washington National, Kennedy International, LaGuardia and Chicago O'Hare on that date. Under the new policy the ARO will accept reservation requests no earlier than 48 hours prior to the proposed time of operation at the affected aircraft, with a maximum of two reservations per phone call.

Operators planning to use O'Hare, Stapleton, Kennedy, Atlanta, Newark and LaGuardia will be asked to file their flight plans at least four hours in advance of ETA, beginning Nov. 1. The flight plans may be filed up to 24 hours in advance. FAA plans to use the information in its E-Load (Enroute Sector Loading) program to provide near term predictions of air traffic activity in any sector of airspace. FAA also is planning to begin providing more accurate and usable information on the "red sector" program, which identifies those airspace sectors likely to be congested.

In a notice to its members, National Business Aircraft Association noted that the programs beginning Nov. 1 are voluntary, "but we strongly recommend your full participation. These programs, we believe show real potential to reduce delays and will go a long way towards solving the operational problems caused by delays."

REGIONALS ASK CAB TO DELAY CRS PRICING RULE

Regional Airline Association last week asked CAB to defer for six months the pricing aspects of the new rules on computer reservations systems (CRS), slated for Nov. 14 effect. The petition said the delay would give carriers and the CAB time to work out a pricing regime that regionals can afford. RAA said major CRS vendors such as United and American have set deadlines of Nov. 1 and Nov. 5 respectively for carriers to sign new contracts, which have been offered on a "take it or leave it basis." American and United are offering booking fees of $1.75 and $1.85 per segment, respectively, and RAA said "no bargaining has been possible with respect to the charges." RAA added that it estimated the total cost at up to $38 million for the regional industry, or three times the cost of implementing FAA's then-new Part 135 in 1978.

METRO, CHAPARRAL JOINING AA's AMERICAN EAGLE PROGRAM

Two Texas-based carriers are the first airlines to join up with American Airlines in what is being called "an innovative network concept" which will provide feeder traffic into major cities, beginning with the Dallas/Fort Worth hub. Dubbed "American Eagle," the network teams American with Metro Airlines of Houston and Chaparral Airlines of Abilene. As of Nov. 1, Metro will add seven cities in four states to American; Chaparral will add two more as of Dec. 1.

(Continued on the following page)

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BUSINESS/PERSONAL AIRCRAFT INDUSTRY — SEPTEMBER UNIT SHIPMENTS

		Sept. 84	Cal. Year	Fisc.** Year
BEECH AIRCRAFT CORP.				
• Single-Engine				
BE-77	Skipper	0	0	1
BE-C23	Sundowner	0	4	7
BE-C24R	Sierra	0	2	2
BE-F33A	Bonanza	2	21	24
BE-V35B	Bonanza	0	5	5
BE-A36	Bonanza	9	80	99
BE-B36TC	Bonanza	1	29	45
• Multi-Engine				
BE-B55	Baron	0	3	7
BE-E55	Baron	2	5	5
BE-58	Baron	5	39	49
BE-58TC	Baron	0	0	1
BE-58P	Baron	5	24	26
BE-76	Duchess	0	0	1
BE-B60	Duke	0	0	0
BE-C99	Airliner	1	9	17
BE-C90-1	King Air	0	19	21
BE-F90-1	King Air	1	12	19
BE-B100	King Air	0	0	0
BE-200	Super King Air	2	24	39
BE-200C	Super King Air	0	1	1
BE-300	Super King Air	4	16	16
BE-200T	Super King Air	0	2	3
BE-1900C	Commuter	2	18	18
TOTAL		34	313	407
Manufacturers net billing — $26,536,248.23				
BRITISH AEROSPACE				
• Multi-Engine				
BAe		2	18	21
HS-748		2	3	6
BAe 146-100		0	1	4
BAe 146-200		0	5	6
HS-125-700	Model A	0	2	4
HS-125-700	Model B	1	5	7
HS-125-800	Model A	2	7	7
HS-125-800	Model B	0	2	2
TOTAL		7	43	57
PILATUS BRITTEN-NORMAN LTD.				
• Multi-Engine				
BN-2B	Islander	0	5	8
BN-2T	Islander	0	3	9
Mark III	Trislander	0	1	2
TOTAL		0	9	19
CANADAIR LIMITED				
• Multi-Engine				
CL-600	Challenger	0	2	2
CL-601	Challenger	1	14	22
TOTAL		1	16	24
CESSNA AIRCRAFT CO.				
• Single-Engine				
CE-152		26	61	62
CE-A152	Aerobat	0	1	2
CE-172	Skyhawk	30	118	158
CE-172	Cutlass	0	8	11
CE-172RG	Cutlass	16	34	44
CE-182	Skylane	6	53	73
CE-182	Turbo Skylane	1	6	6
CE-182RG	Skylane RG	8	22	28
CE-182RG	Turbo Skylane RG	8	19	19
CE-185	Skywagon	3	14	20
CE-U206	Stationair 6	10	44	52
CE-TU206	Turbo Stationair 6	14	37	42
CE-207	Stationair 8	1	15	18
CE-TU207	Turbo Stationair 8	1	2	3
CE-210	Centurion	6	26	31
CE-T210	Turbo Centurion	10	53	57
CE-P210	Pressurized Centurion	0	13	27
CE-188	AgHusky	0	1	2
CE-188	AgTruck	0	5	6
• Multi-Engine				
CE-303	Crusader	14	42	50
CE-355		0	0	0
CE-340		1	10	11
CE-402		5	10	14
CE-404	Titan	0	0	0
CE-414	Chancellor	3	16	18
CE-421	Golden Eagle	3	11	12
CE-425	Conquest I	4	15	23
CE-441	Conquest II	2	7	17
CE-500	Citation I	0	4	6
CE-550	Citation II	6	30	40
CE-650	Citation III	9	40	47
CESSNA/REIMS AVIATION				
• Single-Engine				
CE-F152		5	8	8
CE-F152	Aerobat	0	0	4
CE-F172	Skyhawk	6	11	12
CE-FR172	Hawk XP	0	0	0
CE-F182	Skylane	0	0	0
CE-F182RG	Skylane RG	0	0	0
TOTAL		198	736	923
Manufacturers net billing — $92,354,776				
AVON-MARCEL DASSAULT				
• Multi-Engine				
AD-My.10	Falcon	0	0	0
AD-My.20	Falcon	0	0	1
AD-My.200	Falcon	0	7	9
AD-My.50	Falcon	0	12	12
TOTAL		0	19	22
DEHAVILLAND AIRCRAFT OF CANADA				
• Multi-Engine				
DHC-5		0	0	0
DHC-6		2	11	12
DHC-7		0	8	10
TOTAL		2	19	22
EMBRAER				
• Single-Engine				
EMB-200		0	0	5
EMB-201	Ipanema	3	13	7
EMB-710	Carioca (PA-28-235 Dakota)	0	0	1
EMB-711	Corisco (PA-28RT-201 Arrow)	2	12	17
EMB-712	Tupi (PA-28-181 Archer II)	0	6	7
EMB-720	Minuano (PA-32-310 Seratoga)	1	6	7
EMB-721	Sertanejo (PA-32R-301 Seratoga)	0	5	5
• Multi-Engine				
EMB-110P1	Bandeirante	0	5	14
EMB-110P1A	Bandeirante	0	4	4
EMB-121	Xingu	0	0	2
EMB-810D	Seneca II	0	20	26
EMB-820	Chieftain	0	2	2
TOTAL		6	73	107
FAIRCHILD AIRCRAFT CORP.				
• Multi-Engine				
Merlin III-C		0	2	8
Fairchild 300		0	1	1
Merlin IV-C		4	6	6
Metro III		1	11	23
Expediter		0	0	5
TOTAL		5	20	43
Manufacturers net billing — $5,271,705				
GATES-LEARJET				
• Multi-Engine				
LR-25D		0	0	1
LR-29		0	0	1
LR-35A		1	4	12
LR-36A		0	1	1
LR-55		0	12	23
TOTAL		1	17	38
GULFSTREAM AEROSPACE				
• Multi-Engine				
GR-1159A	Gulfstream III	3	26	35
AE-840	Turbo Commander	0	2	3
AE-900	Commander 900	1	6	15
AE-980		0	0	0
AE-1000		2	4	7
TOTAL		6	38	60
Manufacturers net billing — $40,941,382				

		Sept. 84	Cal. Year	Fisc. Year
ISRAEL AIRCRAFT INDUSTRIES				
• Multi-Engine				
1124	Westwind 1	0	2	8
1124A	Westwind 2	1	6	14
TOTAL		1	8	22
LAKE AIRCRAFT				
• Single-Engine				
LA-4-200EP		1	15	24
LA-250	Renegade	0	8	9
TOTAL		1	23	33
Manufacturers net billing – $129,760				
MAULE AIRCRAFT				
• Single-Engine				
M-5-180C		1	21	21
M-5-200		0	0	1
M-5-235C	Lunar Rocket	1	2	4
M-6-180C		1	*	*
M-6-235		0	5	5
TOTAL		3	28	31
Manufacturers net billing – $121,350				
MAULE AIR INC.				
• Single-Engine				
M-7-235	Super Rocket	0	10	12
TOTAL		0	10	12
MITSUBISHI				
• Multi-Engine				
Solitaire		0	0	0
Marquise		0	1	3
Diamond		0	10	18
TOTAL		0	11	21
MOONEY AIRCRAFT CORP.				
• Single-Engine				
M-20J	201	13	62	82
M-20K	231	9	47	75
TOTAL		22	109	157

		Sept. 84	Cal. Year	Fisc. Year
PIPER AIRCRAFT CORP.				
• Single-Engine				
PA-38-112	Tomahawk	0	0	6
PA-28-161	Warrior	12	80	117
PA-28-181	Archer II	9	81	105
PA-28-236	Dakota	1	22	29
PA-28RT-201	Arrow IV	0	0	0
PA-28RT-201T	Turbo Arrow IV	2	17	25
PA-32-301	Saratoga	1	14	17
PA-32-301T	Turbo Saratoga	0	5	7
PA-32R-301	Saratoga SP	2	13	26
PA-32R-301T	Turbo Saratoga SP	0	18	27
PA-46-310P	Malibu	8	71	81
PA-31-310	Navajo	0	2	2
PA-31-325	Navajo C/R	0	5	6
PA-31-350	Chieftain	0	14	22
PA-31P-350	Mojave	1	13	23
PA-31T-501T	Cheyenne I	0	0	2
PA-31T-501T	Cheyenne IA	0	3	6
PA-31T-620	Cheyenne II	0	0	1
PA-31T2-620	Cheyenne II XL	2	4	9
PA-42-720	Cheyenne III	0	0	1
PA-42-720	Cheyenne IIIA	0	10	13
PA-34-220T	Seneca III	4	60	88
PA-44-180	Seminole	0	3	3
PA-44-180T	Turbo Seminole	0	8	8
PA-601B	Aerostar	0	1	1
PA-601P	Aerostar	0	0	1
PA-602P	Aerostar	1	6	6
PA-700P	Aerostar	0	7	8
PA-T1020		0	0	7
PA-T1040		0	5	6
TOTAL		44	463	652
Manufacturers net billing – $9,033,700				
SHORT BROTHERS LTD.				
• Multi-Engine				
SBJ-CS-7	Skyvan	0	1	1
SD-3-30		0	3	3
SD-3-60		2	21	30
TOTAL		2	25	34
SINGLE-ENGINE		231	1,226	1,601
MULTI-ENGINE		102	754	1,085
GRAND-TOTAL		333	1,980	2,684

UNIT SHIPMENTS COMPARATIVE TREND: 19 MANUFACTURERS

	September			Calendar Year to Date			Fiscal Year to Date		
	1984	1983	1982	1984	1983	1982	1984	1983	1982
Beech	34	32	37	313	308	426	407	410	704
British Aerospace	7	6	1	43	42	21	57	53	31
Britten-Norman	0	2	*	9	10	*	19	16	*
Canadair	1	*	*	16	*	*	24	*	*
Cessna	198	170	160	736	1,033	1,808	923	1,371	2,374
Dassault	0	0	3	19	22	43	22	43	60
De Havilland	2	0	*	19	9	*	22	17	*
Embraer	6	11(4)	11(7)	73	64(22)	148(57)	107	97(36)	196(84)
Fairchild	5	8	1	20	17	30	43	36	66
Gates	1	3	7	17	24	71	38	52	115
Gulfstream	6	9	8	38	46	65	60	77	199
Israel	1	2	*	8	7	18	22	7	27
Lake	1	2	2	23	18	15	33	26	25
Maule	3	0	0	28	30	30	31	39	37
Maule Air Inc.	0	*	*	10	*	*	12	*	*
Mitsubishi	0	10	8	11	33	21	21	55	33
Mooney	22	13	10	109	103	137	157	154	209
Piper	44	30	70	463	473	776	652	740	1,245
Short	2	1	0	25	25	12	34	28	15
TOTAL	333	299	318	1,980	2,265	3,623	2,684	3,222	5,340

Parentheses show actual Embraer deliveries, not including aircraft kits.

* Figures not available.

** Fiscal year October 1 – September 30.